



CARGO TRAFFIC AT MAJOR INDIAN SEAPORTS: AN ASSESSMENT

Dr. Sangeeta¹ and Dr. Dharamveer²

¹Assistant Professor, School of Management, Maharaja Agrasen University,
Baddi, Himachal Pradesh, India

²Professor, School of Management, Maharaja Agrasen University,
Baddi, Himachal Pradesh, India

ABSTRACT

The main purpose of this paper is to analyze and assess the trading activities through 12 major sea ports of India. Data has been collected from Administrative reports, various publications of Port Trust, the reports of the Department of Economics and Statistics and Ministry of Shipping, Government of India, journals, books, edited books, reports, documents, theses and websites. Analysis is based on the reports published by the Indian Brand Equity Foundation (IBEF). Ports in India, as in lots of countries, face persevered strain to address better throughput, adapt to large and greater specialized vessels, enhance productivity, and undertake new era and records structures which can meet an increasing number of annoying provider requirements predicted via way of means of shippers, logistics businesses and delivery operators. As in all financial sectors, the achievement of ports relies upon now no longer best on funding in its infrastructure however on supportive coverage and regulatory structures, and at the effectiveness of the establishments that supply offerings to customers. This paper incorporates an evaluation of the modern-day popularity of India s ports sector, identifies capacity constraints at the cap potential of ports to fulfill India s destiny improvement needs, and units out an encouraged coverage framework to boom the performance and effectiveness of the sector.

Key words: Major Ports, Maritime, Trade, Cargo Traffic, Growth

Cite this Article: Sangeeta and Dharamveer, Cargo Traffic at Major Indian Seaports: An Assessment, *International Journal of Management (IJM)*, 11(12), 2020, pp 3667-3673.

<https://iaeme.com/Home/issue/IJM?Volume=11&Issue=12>

1. INTRODUCTION

India has a 7,500-kilometer coastline and 14,500-kilometers of likely navigable waterways, making it one of the most water-rich countries on Earth. India's western and eastern coastlines are home to 12 major and 200 minor ports, which account for 90% of the country's total commerce volume. In fiscal year 2015-16, Indian ports handled more than a billion tons of

cargo. More than 2.5 billion tons of predicted cargo volume by 2025 necessitates the expansion of the current ports as well as the construction of new ones within a decade.

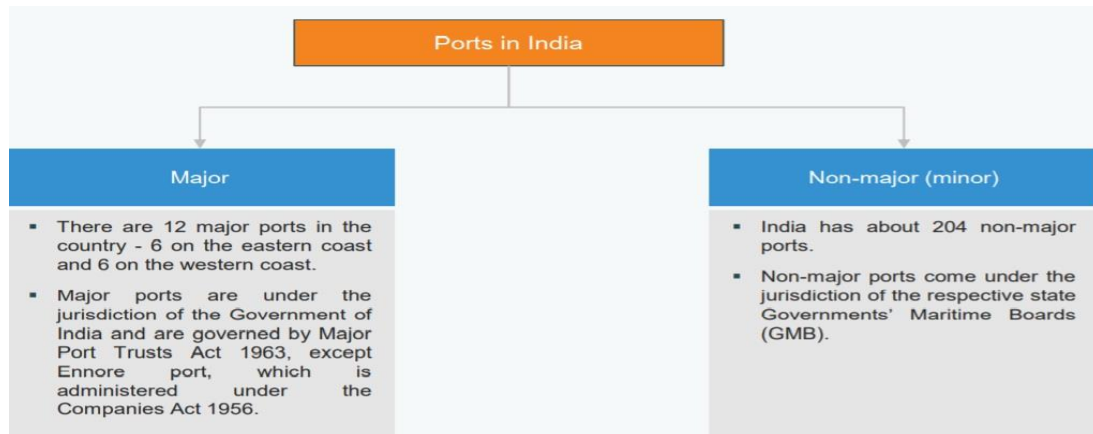


Figure 1 Ports in India

Source: www.ibef.org



Figure 2 Indian Major Seaports

Source: www.prokerala.com

Figure 1 and 2 describes the number of major and non-major seaports in India. Nearly ninety-five percent of India's total commerce by volume and seventy percent by price is completed by sea transport, according to the Department of Shipping. India's southern portions are primarily surrounded by sea, making it one of the world's largest peninsulas. It is about 7516.6 kilometres long. Ministry of Shipping data show that seventy percent of India's commercialism by price and ninety percent of its commercialism by volume is handled by marine transport. Map of India showing the situation of ocean ports within the country. Major ocean ports in India and intermediate ocean ports are marked separately. About seventy fifth of

the overall consignment is handled by these major ports. Out of the thirteen major ports, only one, Ennore Port, is controlled by the company. Others are under government management.

1.1. Trade Constituents

Bulk Cargo and General Cargo are the two main types of cargo transported by ship.

Bulk Cargo: Unbundled and unpackaged items are referred to as "freebies" in the shipping industry. The term "mass cargo" might be applied to a product if it is not containerized and properly documented on a ship. It is common to see things like oil, grain or coal being transported in enormous quantities. Streaming, fluid, or dry: Bulk Cargo is assigned one of these three options. A shipper transport, railroad vehicle, or tanker truck is the most common mode of transportation for this type of bulk. The term "break mass payload" refers to goods that has been bundled but has not been containerized.

Dry Bulk Cargo: Products and raw materials transported in dry bulk might range from grains to coal to sugar to cocoa and everything in between. Ship owners can lose a lot of money if their dry bulk cargoes include any moisture at all; even a tiny bit of moisture can wreak havoc with an entire voyage. Some may be surprised to learn that many dry bulk cargoes are labelled as 'Dangerous Goods' throughout loading, transit, and discharge because changing cargo might cause ship instability.

Liquid Bulk Cargo: All of us have encountered liquid bulk shipments at some point in our lives. To maintain our current lifestyles, we rely on a wide range of products, from gasoline for our vehicles to fruit juices and cooking oil for our daily meals. There is no need to box or bag these free-flowing liquid cargoes because they do not need to be manually kept.

Refined Petroleum Products (LPG, Gasoline, Diesel, Jet-A, Kerosene, Distillates and Petrochemicals): Petroleum is a naturally occurring material. It has a dark brown colour to it. It takes place below the surface of the planet. Petroleum is the source of a vast range of goods, including gasoline, diesel, lubricating oil, and more. Fractionation is frequently used to separate its constituents.

Products produced in Petroleum Refining Process:

1. **Petroleum Gas:** Generally, liquefied petroleum gas is beneficial for home fuel.
2. **Gasoline:** Procurement of petrol happens from this fraction.
3. **Kerosene:** It is used as domestic gasoline and additionally as fuel in jet engines.
4. **Diesel oil or light oil:** It is beneficial in the automobile industry.
5. **Heavy Oil or Lubricating Oil:** This type of oil is used in making lubricating oils.
6. **Fuel Oil:** It is indispensable for ships, central heating, and factories.
7. **Residue:** We can procure merchandise like paraffin wax, bitumen from this residue. It is useful for making roads and roofing.

2. RESEARCH METHODOLOGY

The objective of this paper is to analyze and assess the Cargo trading activities through 12 major sea ports of India till 2019. For the present study exploratory method is used. To assess the Cargo trading performance of India through maritime boundaries 12 major ports were selected. The secondary data collected from Administrative reports, various publications of Port Trust, the reports of the Department of Economics and Statistics and Ministry of Shipping, Government of India, journals, books, edited books, reports, documents, theses and websites. Analysis is based on the reports published by the Indian Brand Equity Foundation (IBEF).

Almost all of the traffic handled by major ports in India consists of solid products, followed by liquid cargo and containers. Each sector's volume CAGR from 2008 to 2019 is displayed below. –

- Solid cargo was 1%
- Liquid cargo was 4%
- Container cargo was 4%

Since the beginning of fiscal year 2019, 292 metric tonnes (MT) of solid, liquid, and containerized goods have been transported.

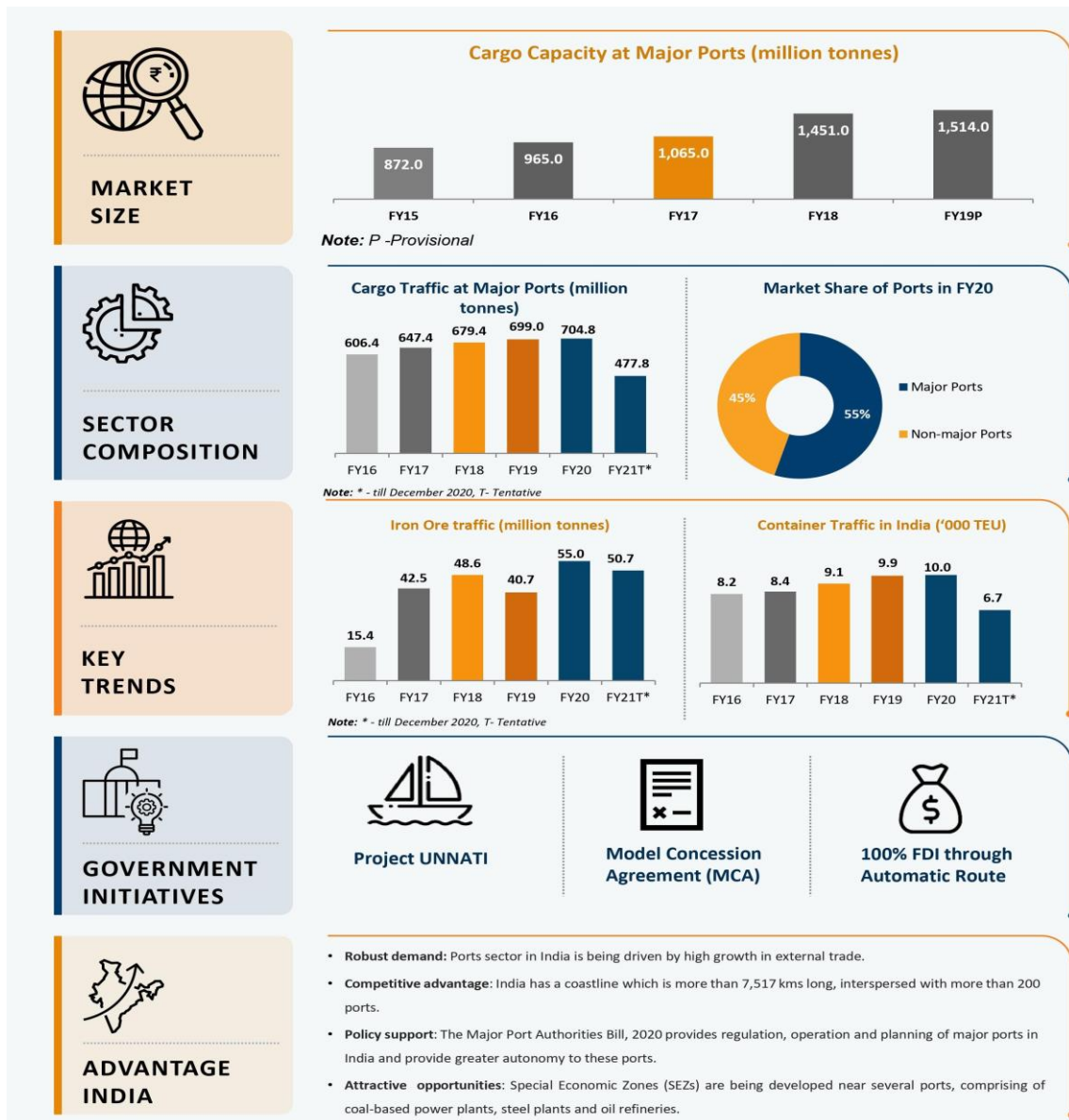


Figure 5 Overview of Cargo Traffic

Data Source: www.ibef.org

More than three times as much money was made at the major ports during the course of five years, from \$184.4 million in fiscal year 2013 to \$529 million in fiscal year 2018. Due to the increasing volume of freight, port capacity has been increased from 505 million tones to 1,514 million tons for FY19. India's major ports, such as JNPT, Kandla, and Ennore, have use rates that

are much above the norm for the rest of the globe Since 2035, the Sagarmala project has designated 12 ports for load-bearing till further notice. – The goal of this project is to improve port-driven progress and to provide a framework for faster, more efficient, and lower-cost shipping of goods to and from ports. It has been cleared for implementation of 69 port limit expansion projects worth Rs. 37,441 Crore (\$5.10 billion). As of this writing, 30 projects have been finished, 26 are still under process, and 13 are in different phases of finalisation. A total of four projects were completed in the fiscal year 2019-20, and the capacity of important ports was increased by 18.23 MTPA. During the month of July 2019, V.O.Chidambaranar port set a new record by carrying 1,80,597 metric tonnes of freight in a day. The Shapoorji Pallonji Group predicts that Gopalpur port's capacity would reach 55 million metric tonnes by the year 2025. (mt).

4. LIMITATIONS

The data utilized in the study were majorly limited to the available sources within the property right. Also, the study was limited to the main seaports which are under the govt of India and no comparisons were administered with other local or international ports.

5. CONCLUSION AND RECOMMENDATIONS

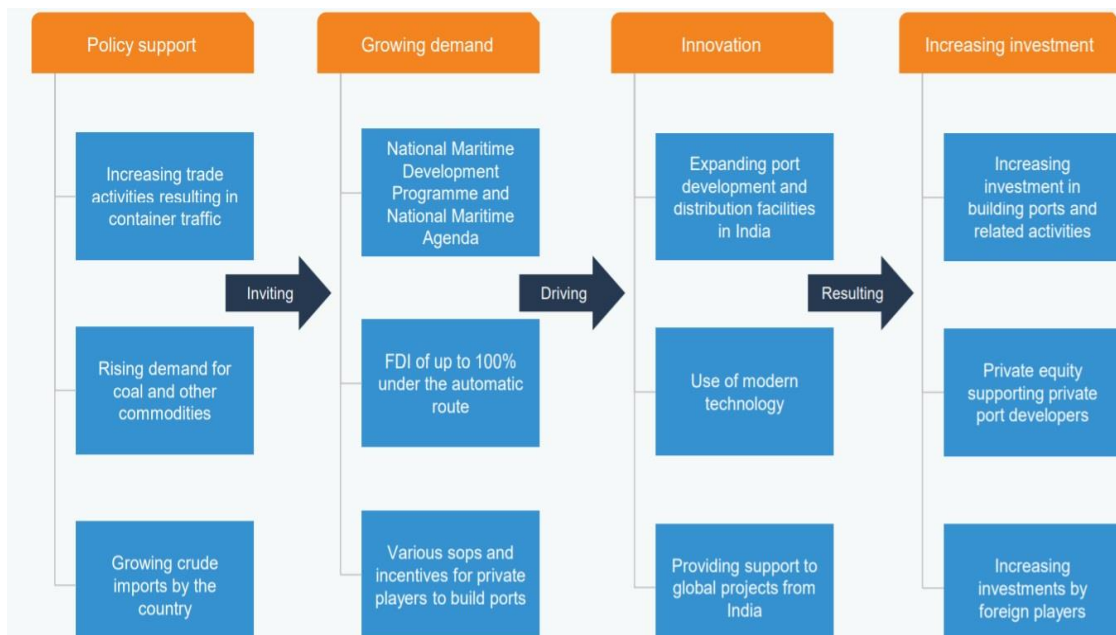


Figure 6 Drivers of Growth

Source: www.ibef.org

A bright future awaits. In light of this, India looks to be one of the world's major economic powers. For both economic and geopolitical considerations, India will need a robust marine sector. For a healthy and sustainable marine industry, there are a number of elements at play. The Indian ports, despite the fact that they can not shift the sites of the current main ports, are strongly advised to enhance infrastructure and port expenses. Authorities and operators can work together more closely in the future to incorporate these aspects at the proposed ports. In addition to the 'Make in India' incentive, increased investments in the Port industry can improve its contribution to GDP and trade volumes, as well. In response to the efforts, there has been an increase in public-private cooperation, which may be an indication of a resurgence in interest in its possibilities.

REFERENCES

- [1] Indian Ports Association
- [2] KPMG Consulting reports
- [3] Delloite Consulting reports on ports and infrastructure
- [4] Marine Economics by Stopford
- [5] NTDPDC research journal
- [6] Ministry of Shipping, Government of India www.shipping.nic.in
- [7] Indian Ports Association, <http://ipa.nic.in>
- [8] Special Economic Zones in India, Government of India, <http://sezindia.nic.in>
- [9] Directorate General of Shipping, <http://www.dgshipping.com>
- [10] Legislative Department, India Code, <http://indiacode.nic.in>
- [11] Income Tax Department, Government of India, <http://www.incometaxindia.gov.in>
- [12] Developing Ports: Sagarmala Project ([http://www.makeinindia.com/article/- /v/developing-ports-sagarmala-project](http://www.makeinindia.com/article/-/v/developing-ports-sagarmala-project))
- [13] UNNATI report.
- [14] www.ibef.org
- [15] www.investindia.gov.in
- [16] www.makeinindia.com
- [17] www.india.gov.in
- [18] [www. indianinfrastructure.com](http://www.indianinfrastructure.com)
- [19] <http://sagarmala.gov.in/>
- [20] <http://mospi.nic.in/>
- [21] <http://www.worldshipping.org/>
- [22] www.mapsofindia.com
- [23] www.indiastat.com
- [24] www.indiantradeportal.in